

Appl. No. : 09/759,294  
Filed : January 11, 2001

IN THE CLAIMS:

Please amend Claims 1, 17, 18, and 31 as follows:

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1. (Twice Amended) A suspension system for a four wheeled vehicle, said suspension system comprising a first damper, a second damper, a third damper and a fourth damper, each of said dampers comprising a cylinder body and a piston arranged to reciprocate within said damper, each piston dividing an interior of each cylinder body into an upper chamber and a lower chamber, each piston also comprising a fluidic connecting passage that places said upper chamber and said lower chamber in fluid communication, said lower chamber of said first damper and said lower chamber of said second damper being fluidically interconnected with a pressure regulator, said pressure regulator comprising a first pressure regulating chamber and a second pressure regulating chamber, a first movable wall defining at least a portion of said first pressure regulating chamber and a second movable wall defining at least a portion of said second pressure regulating chamber, said lower chamber of said first damper being fluidically connected to said first pressure regulating chamber and said lower chamber of said second damper being fluidically connected to said second pressure regulating chamber, a fluid communication passage extending between said first pressure regulating chamber and said second pressure regulating chamber, said pressure regulator further comprising a third pressure regulating chamber a portion of which is defined by the second moveable wall, said third pressure regulating chamber being fluidically connected with said third damper and said fourth damper through at least a first conduit and a flow regulator, said flow regulator containing a first flow regulating chamber and a second flow regulating chamber, and said first flow regulating chamber and said first conduit fluidically communicating communication through a throttled passage.

2. (Unchanged) The suspension system of Claim 1, wherein said third damper and said fourth damper are interrelated through a second pressure regulator and said second pressure regulator defines a connection between said third damper and said fourth damper and said third pressure regulating chamber.

3. (Unchanged) The suspension system of Claim 1, wherein said first damper is a front left damper and said second damper is a front right damper.

**Appl. No.** : 09/759,294  
**Filed** : January 11, 2001

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4. (Unchanged) The suspension system of Claim 1, wherein said first damper is a front left damper and said second damper is a rear left damper.

5. (Unchanged) The suspension system of Claim 1, wherein said first damper is a front left damper and said second damper is a rear right damper.

6. **(Previously Amended)** The suspension system of Claim 1, wherein said flow regulator comprises a third flow regulating chamber and said first flow regulating chamber and said second flow regulating chamber are segregated from each other by a movable partition and said first flow regulating chamber and said first conduit communicate through a throttled passage extending through said movable partition.

7. (Unchanged) The suspension system of Claim 6, wherein said first conduit, said flow regulator and said second conduit form a passageway between said third damper, said fourth damper and said pressure regulator.

8. (Unchanged) The suspension system of Claim 6, wherein said flow regulator further comprises a third pressure regulating chamber, said third pressure regulating chamber being separated from said second pressure regulating chamber by a second movable partition.

9. (Unchanged) The suspension system of Claim 8, wherein said flow regulator further comprises a sub-cylinder, said sub-cylinder being in fluid communication with said third pressure regulating chamber and said sub-cylinder comprising at least one movable partition.

10. (Unchanged) The suspension system of Claim 9, further comprising a throttled passage connecting said sub-cylinder and said third pressure regulating chamber.

11. (Unchanged) The suspension system of Claim 6, further comprising a throttle disposed along said first conduit.

12. **(Previously Amended)** The suspension system of Claim 11, wherein said throttle is positioned at a juncture between fluid lines extending from said third damper and said fourth damper.

13. (Unchanged) The suspension system of Claim 1, wherein said first movable wall and said second movable wall are connected such that said first movable wall and said second movable wall move synchronously.

14. (Unchanged) The suspension system of Claim 1, wherein said first movable wall contains a recess and said second movable wall is disposed within said recess.

Appl. No. : 09/759,294  
Filed : January 11, 2001

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15. (Unchanged) The suspension system of Claim 1, wherein said first flow regulating chamber and said second flow regulating chamber are integrally formed in a single component.

16. (Unchanged) The suspension system of Claim 1, further comprising a throttle positioned along said first conduit between said flow regulator and said pressure regulator.

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17. (Amended) A suspension system comprising a first damper, a second damper, a third damper and a fourth damper, said first damper and said second damper being joined by a first pressure regulator and defining a first damper pair and said third damper and said fourth damper defining a second damper pair, said first damper pair and said second damper pair being connected together through means for regulating flow, said first pressure regulator and said means for regulating flow being connected only in series between said first damper pair and said second damper pair.

18. (Amended) The suspension system of Claim 17, wherein further comprising a first pressure regulator connecting said first damper pair, whereby said means for regulating flow regulates flow into a chamber of said first pressure regulator.

19. (Previously Amended) The suspension system of Claim 18 further comprising a second pressure regulator connecting said second damper pair to said means for regulating flow.

20. (Unchanged) The suspension system of Claim 17, wherein said first pair of dampers comprises a front left damper and a front right damper.

21. (Unchanged) The suspension system of Claim 17, wherein said first pair of dampers comprises a front left damper and rear right damper.

22. (Unchanged) The suspension system of Claim 17, wherein said first pair of dampers comprises a front left damper and rear left damper.

23. (Canceled)

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Appl. No. : 09/759,294  
Filed : January 11, 2001

30. (Canceled)

31. (Thrice Amended) A suspension system for a four wheeled vehicle, said suspension system comprising a first damper, a second damper, a third damper and a fourth damper, each of said dampers comprising a piston device arranged to act upon fluid within at least ~~two~~ first and second fluid chambers, each of the first and second fluid chambers being in fluidic communication with each other, at least one of the first and second chambers of the first damper and at least one of the first and second chambers of the second damper being fluidically interconnected with a pressure regulator, said pressure regulator including a first pressure regulating chamber and a second pressure regulating chamber, a first movable wall defining at least a portion of said first pressure regulating chamber and a second movable wall defining at least a portion of said second pressure regulating chamber, ~~said at least one of the first and second chambers of said first damper being fluidically connected to said first pressure regulating chamber and said at least one of the first and second chambers of said second damper being fluidically connected to said second pressure regulating chamber,~~ a fluid communication passage extending between said first pressure regulating chamber and said second pressure regulating chamber a portion of which is defined by the second moveable wall, said pressure regulator further comprising a third pressure regulating chamber, said third pressure regulating chamber being fluidically connected with said third damper and said fourth damper through at least a first conduit and a flow regulator, said flow regulator containing a first flow regulating chamber and a second flow regulating chamber, and said first flow regulating chamber and said first conduit fluidically communicating through a throttled passage.

32. (Unchanged) The suspension system of Claim 31, wherein said third damper and said fourth damper are interrelated through a second pressure regulator and said second pressure regulator defines a connection between said third damper and said fourth damper and said third pressure regulating chamber.

33. (Unchanged) The suspension system of Claim 31, wherein said flow regulator comprises a third flow regulating chamber and said first flow regulating chamber and said second flow regulating chamber are segregated from each other by a movable partition and said first flow regulating chamber and said first conduit communicate through a throttled passage extending through said movable partition and said flow regulator and said pressure regulator are connected by a second conduit as well.

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34. (Unchanged) The suspension system of Claim 33, wherein said first conduit, said flow regulator and said second conduit form a passageway between said third damper, said fourth damper and said pressure regulator.

35. (Unchanged) The suspension system of Claim 33, wherein said flow regulator further comprises a third pressure regulating chamber, said third pressure regulating chamber being separated from said second pressure regulating chamber by a second movable partition.

36. (Unchanged) The suspension system of Claim 35, wherein said flow regulator further comprises a sub-cylinder, said sub-cylinder being in fluid communication with said third pressure regulating chamber and said sub-cylinder comprising at least one movable partition.

37. (Unchanged) The suspension system of Claim 36, further comprising a throttled passage connecting said sub-cylinder and said third pressure regulating chamber.

38. (Previously Amended) The suspension system of Claim 31, further comprising a throttle disposed along said first conduit, and said throttle being positioned at a juncture being fluid lines extending from said third damper and said fourth damper.

39. (Unchanged) The suspension system of Claim 31, wherein said first movable wall and said second movable wall are connected such that said first movable wall and said second movable wall move synchronously.

40. (Unchanged) The suspension system of Claim 31, wherein said first movable wall contains a recess and said second movable wall is disposed within said recess.

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41. (New) A suspension system for a four wheeled vehicle, said suspension system comprising a first damper, a second damper, a third damper and a fourth damper, each of said dampers comprising a cylinder body and a piston arranged to reciprocate within said damper, each piston dividing an interior of each cylinder body into an upper chamber and a lower chamber, each piston also comprising a connecting passage that places said upper chamber and said lower chamber in fluid communication, said lower chamber of said first damper and said lower chamber of said second damper being fluidically interconnected with a pressure regulator, said pressure regulator comprising a first pressure regulating chamber and a second pressure regulating chamber, a first movable wall defining at least a portion of said first pressure regulating chamber and a

Appl. No. : 09/759,294  
Filed : January 11, 2001

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second movable wall defining at least a portion of said second pressure regulating chamber, said lower chamber of said first damper being fluidically connected to said first pressure regulating chamber and said lower chamber of said second damper being fluidically connected to said second pressure regulating chamber, a fluid communication passage extending between said first pressure regulating chamber and said second pressure regulating chamber, said pressure regulator further comprising a third pressure regulating chamber, said third pressure regulating chamber being connected with said third damper and said fourth damper through at least a first conduit and a flow regulator and wherein the first and second dampers are not fluidically connected to the third chamber, said flow regulator containing a first flow regulating chamber and a second flow regulating chamber, and said first flow regulating chamber and said first conduit fluidically communicating through a throttled passage.

42. (New) A suspension system for a four wheeled vehicle, said suspension system comprising a first damper, a second damper, a third damper and a fourth damper, each of said dampers comprising a cylinder body and a piston arranged to reciprocate within said damper, each piston dividing an interior of each cylinder body into an upper chamber and a lower chamber, each piston also comprising a fluidic connecting passage that places said upper chamber and said lower chamber in fluid communication, said lower chamber of said first damper and said lower chamber of said second damper being fluidically interconnected with a pressure regulator, said pressure regulator comprising a first pressure regulating chamber and a second pressure regulating chamber, a first movable wall defining at least a portion of said first pressure regulating chamber and a second movable wall defining at least a portion of said second pressure regulating chamber, said lower chamber of said first damper being fluidically connected to said first pressure regulating chamber and said lower chamber of said second damper being fluidically connected to said second pressure regulating chamber, a fluid communication passage extending between said first pressure regulating chamber and said second pressure regulating chamber, said pressure regulator further comprising a third pressure regulating chamber, said third pressure regulating chamber being fluidically connected with said third damper and said fourth damper through at least a first conduit and a flow regulator, said flow regulator containing a first flow regulating chamber and a second flow regulating

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**Appl. No. : 09/759,294**  
**Filed : January 11, 2001**

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chamber, and said first flow regulating chamber and said first conduit fluidically communicating communication through a throttled passage.

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